

CID唐人街/國際區進一步研究

CID Further Studies

Workshop 3 Presentation: Key Issues
研討會三簡報：關鍵問題

12/14/2022

CID 唐人街-國際區互動參與過程

CID Engagement Process

WHAT COULD THIS PROCESS LOOK LIKE?

Iterative, facilitated, and responsive process adapts as needed to serve community

Oct. 13, 2022

Open House

- Context and Value
- How we got here
- Community informs engagement process and scope of studies



Nov. 2, 2022

Workshop 1: Options

- Bring forward and evaluate
- Breakout groups
- Explore challenges and opportunities and identify refinements



Nov. 16, 2022

Workshop 2: Tradeoffs

- Discuss tradeoffs and refine options



Dec. 14, 2022

Workshop 3: Key Issues

- Problem solving around key issues for each option
- Discussion of mitigation measures



Jan. 5, 2022

Workshop 4: Summary

- Bring it all together and get feedback on direction for Sound Transit Board



February

Sound Transit Board: Status Report



Process informed by CID Engagement Toolkit and discussions with community

Key Questions

- What hasn't worked with previous engagement?
- What does a transparent process look like?
- What would you like to see in the process?
- Would you like a facilitator?

SUPPORTING THE PROCESS

General awareness building including media, social media posts, ethnic media

Interagency and consultant work

Optional small group, topic specific meetings (potential continuation of virtual breakout groups, focus groups, etc.)

Resident and business owner outreach with Community Liaisons

Targeted Level of Community Engagement: Involve
We will aim to engage at a Collaborate level wherever possible.

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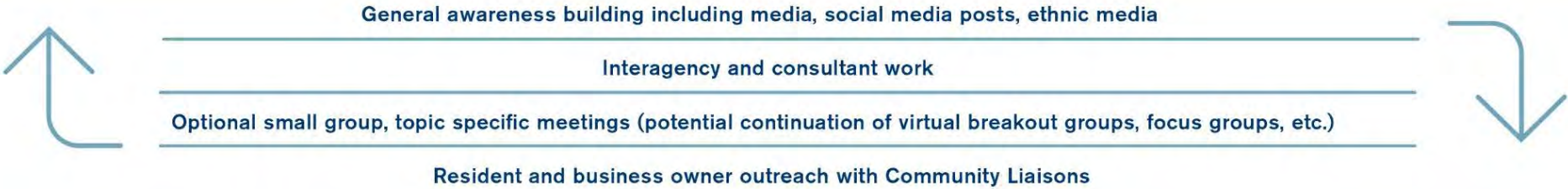


Process informed by CID Engagement Toolkit and discussions with community

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關鍵問題和解決方法

Key issues and problem solving

公眾意見有助於確認關鍵問題

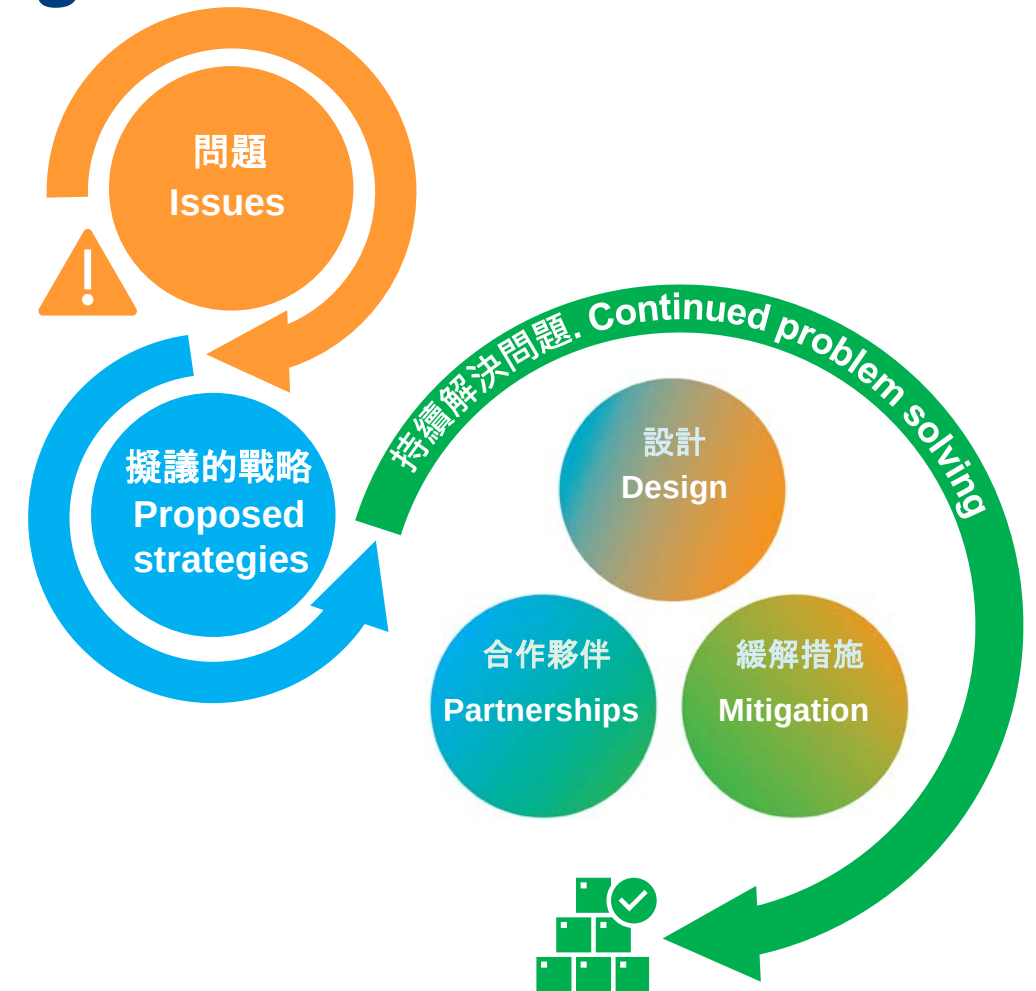
Community feedback has helped to identify key issues

工作人員已經找出了可能解決關鍵問題的各種策略

Staff have identified various strategies to potentially address key issues

目標是繼續與公眾一起解決問題

Goal is to continue to problem solve with community



今天研討會的目標

Goals for today's workshop

更了解有關施工和交通影響
您最關心的問題是什麼？

討論能減少影響的概念和策略
哪些概念和策略看起來最有希望？

參與新的車站概念和契機
什麼契機對你最有興趣？

Learn more about construction and traffic effects

What issues are of greatest concern to you?

Discuss concepts and strategies for minimizing effects

What concepts and strategies seem most promising?

Engage on new station concepts and opportunities

What opportunities are most interesting?

今天研討會的議程

Agenda for today's workshop

12:00-12:30 PM

歡迎和概述簡報

Welcome and overview presentation

12:30-1:30

討論：關鍵問題、戰略和契機

Discussion: Key issues, strategies, and opportunities

1:30-2:00 PM

報告和後續步驟

Report-out & next steps

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第四大道淺層站

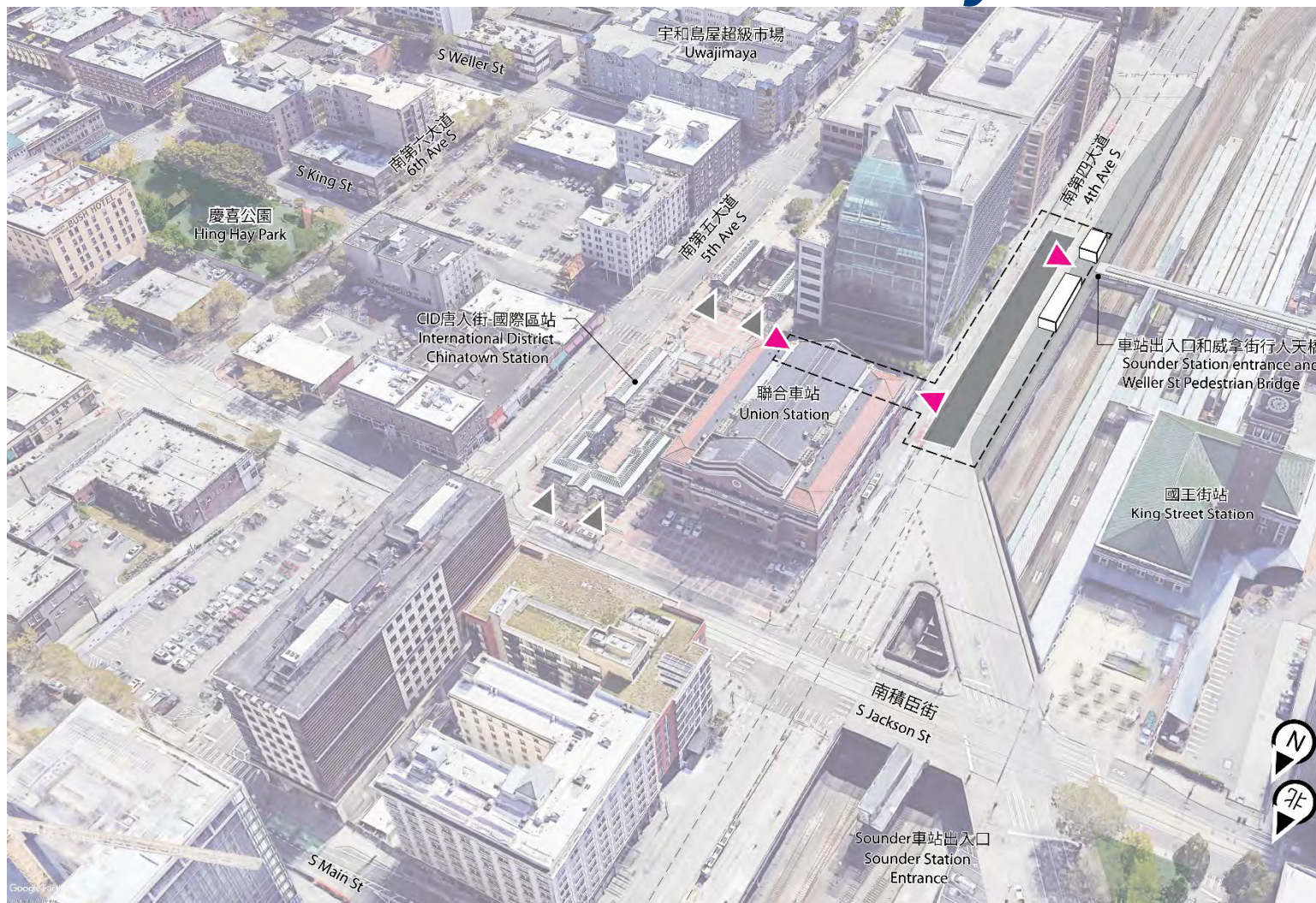
4th Ave Shallow Station:

車站佈局和契機

Station layout and opportunities

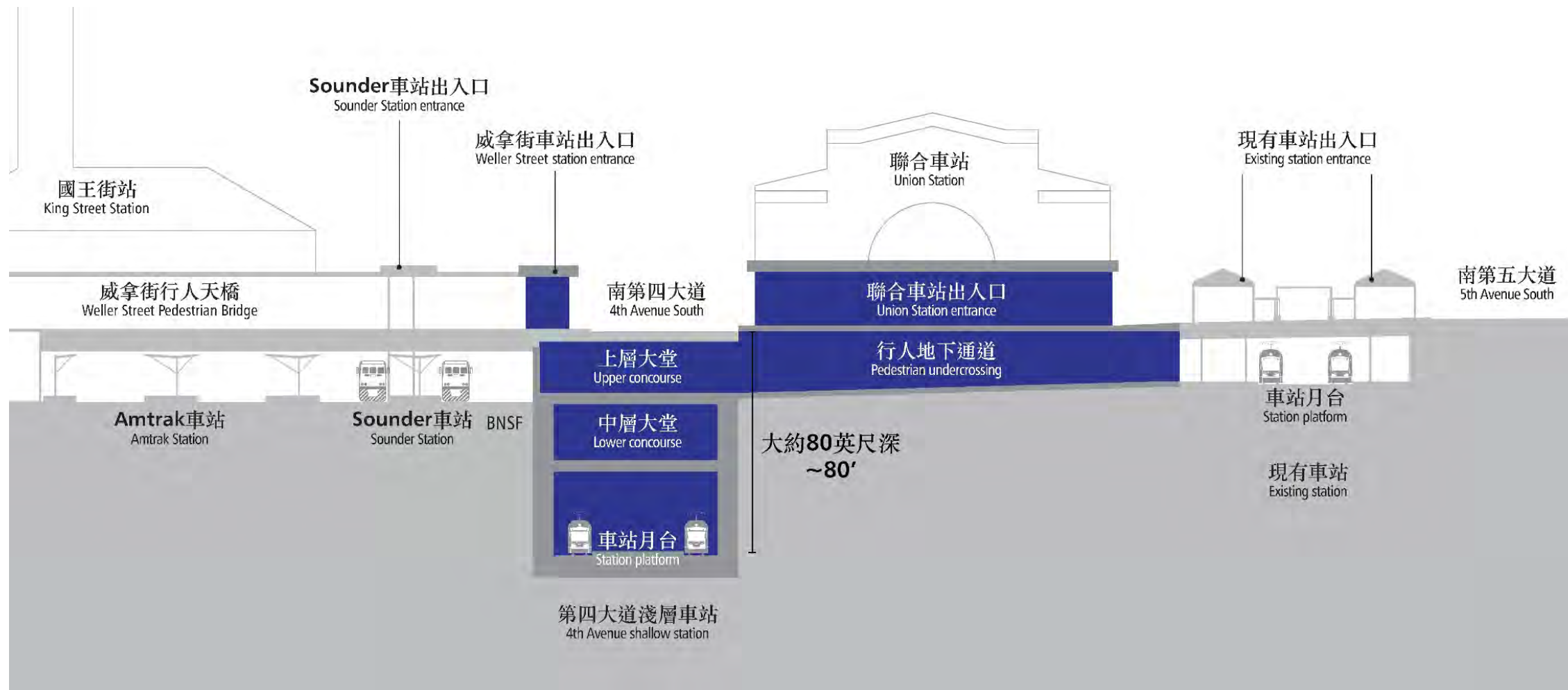
第四大道淺層方案: 車站佈局

4th Ave Shallow: station layout



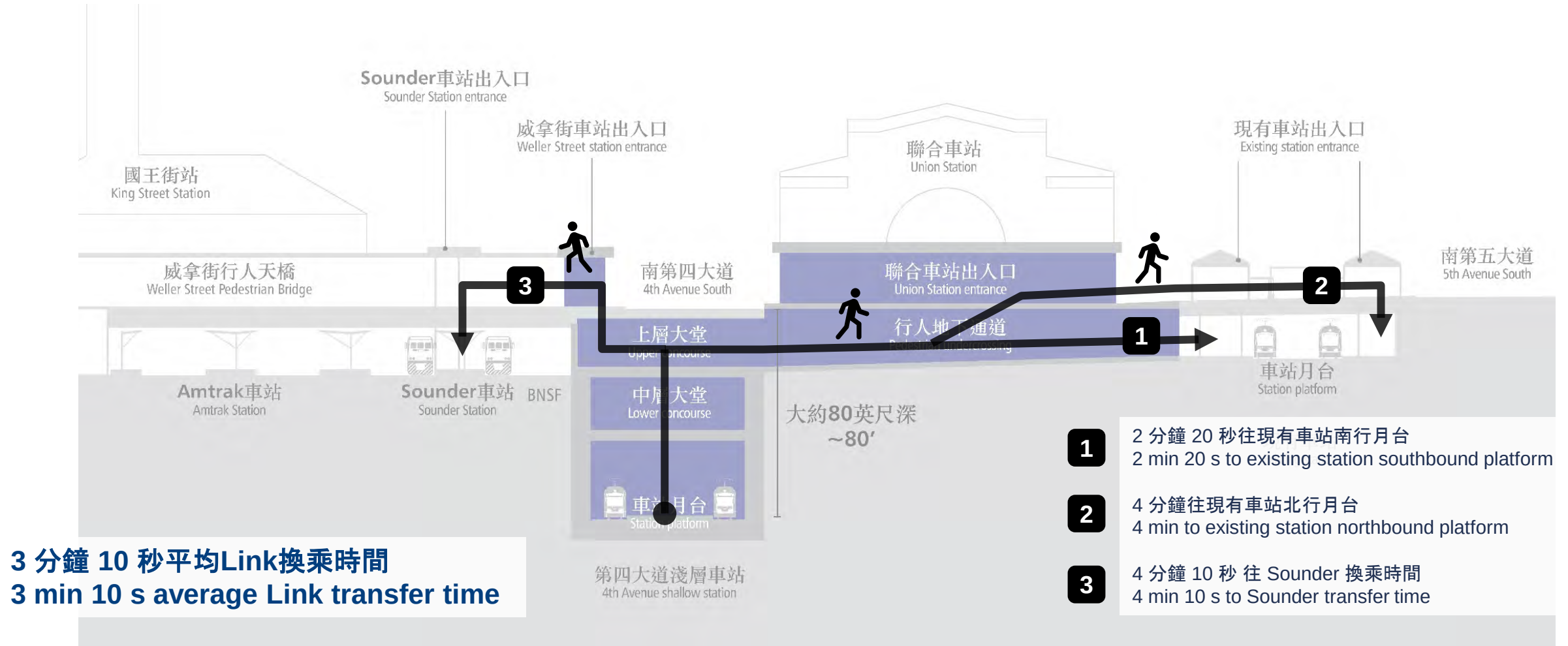
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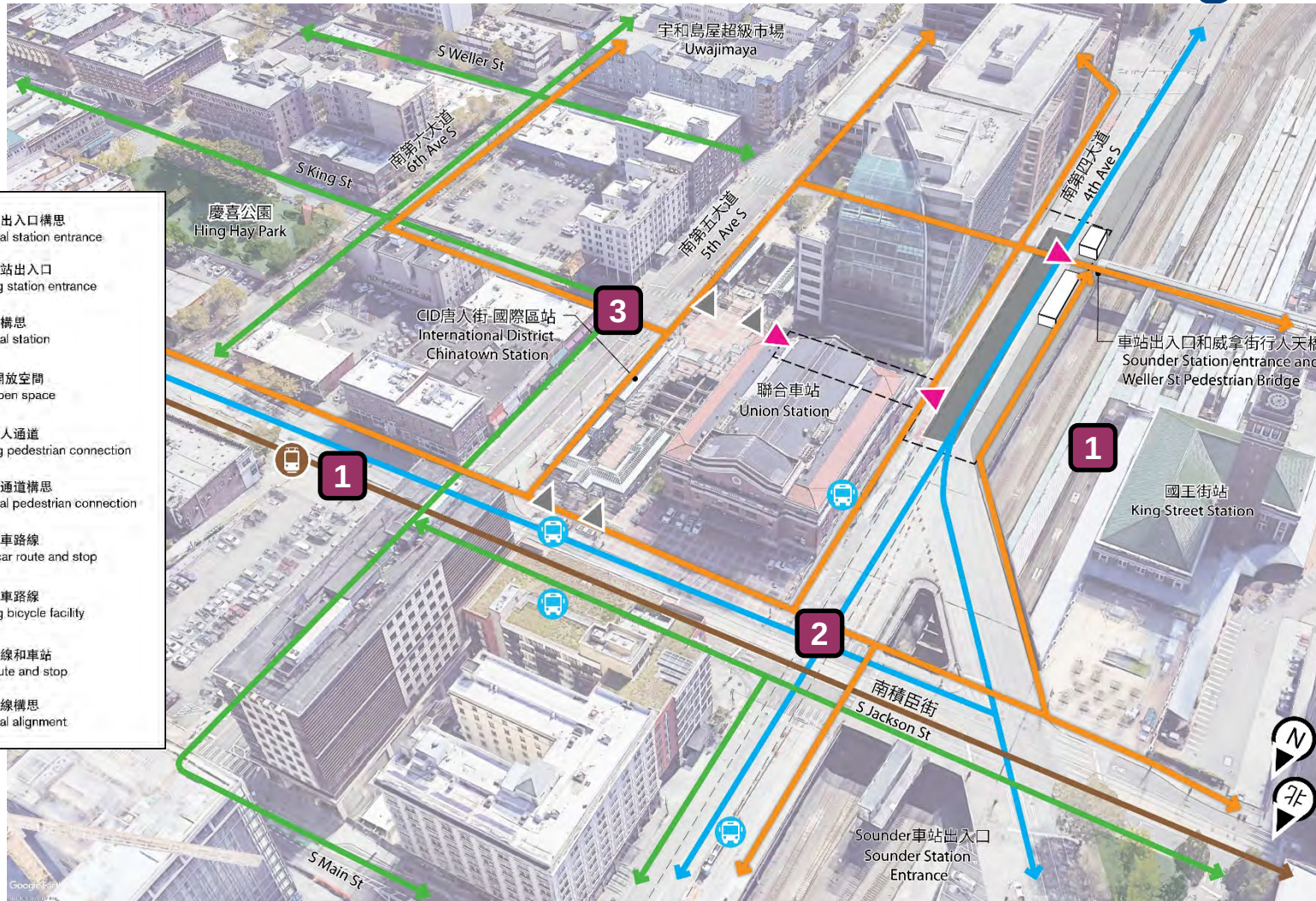
第四大道淺層方案: 轉乘通道和時間

4th Ave Shallow: transfer pathways and times



第四大道淺層方案: 車站入口和與其他交通的交匯

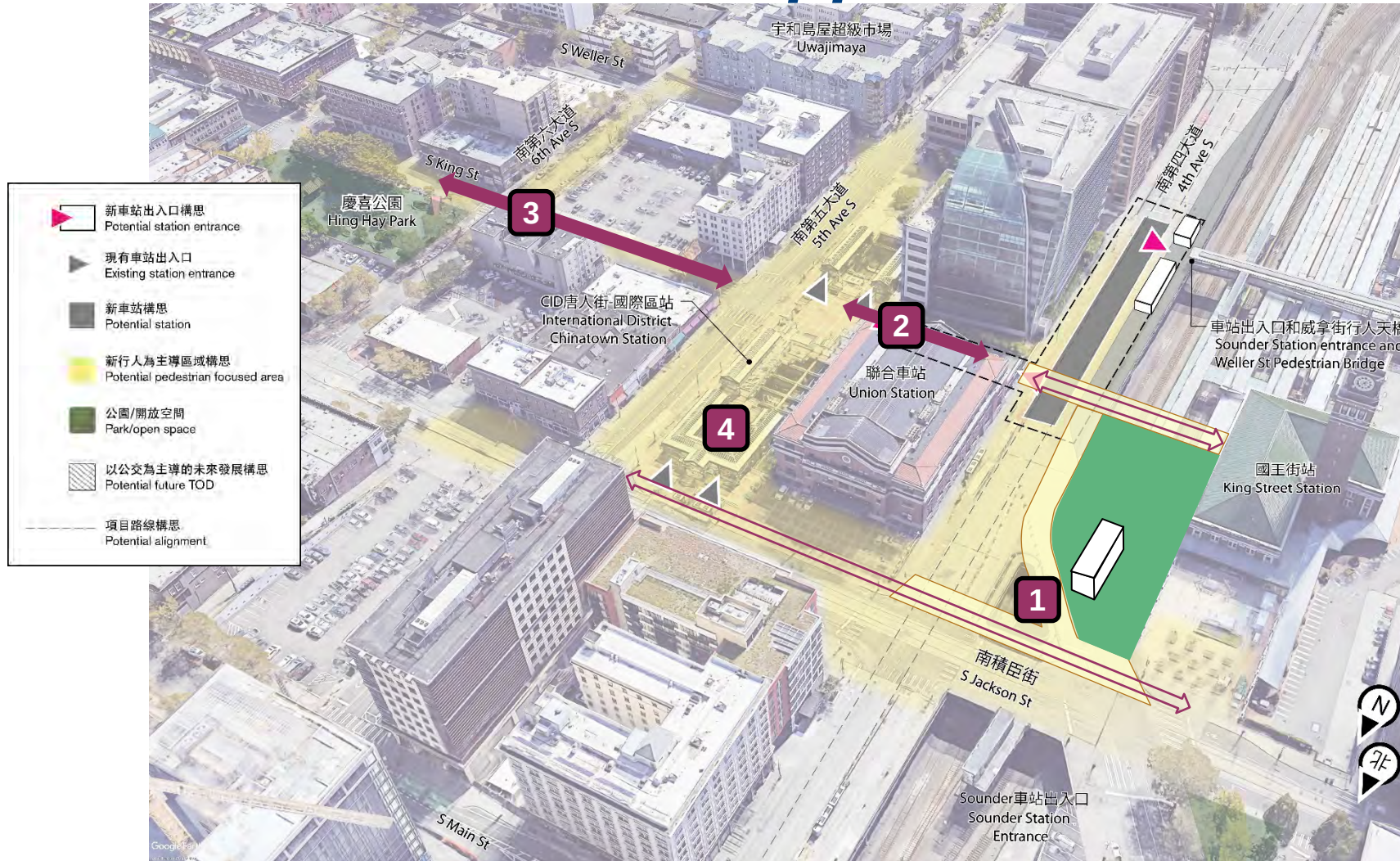
4th Ave Shallow: access and integration



- 1** 鄰近街車和國王街站的
Sounder/Amtrak 服務
Close proximity to streetcar
and Sounder/Amtrak service
at King Street Station
- 2** 車站匯合了服務於South Park,
Georgetown, Beacon Hill 和
Central District 的巴士路線
Station integrates with bus
routes serving South Park,
Georgetown, Beacon Hill, and
Central District
- 3** 位於就近全市自行車網絡的關
鍵交點
Located near key node in
citywide bike network

第四大道淺層方案: 契機

4th Ave Shallow: opportunities



- 1 具有公園空間, Sounder 車站出入口和活動空間的潛在上蓋
Potential lid with park space, Sounder access, and space for activities
- 2 有良好的視線和光線充足的通往南第四大道行人通道
Visible and well-lit pedestrian connection to 4th Ave S
- 3 綠化通道/節日街
Green connection/festival street
- 4 改善與啟動和激活廣場空間
Improved and activated plaza space

第四大道淺層站

4th Ave Shallow Station:

施工時的影響

Construction effects

第四大道淺層方案: 減少施工時的影響

4th Shallow – Reductions in construction effects

可將 ICON 居民遷移期間從 4 年減少到兩次,
每次為期 2 個月

Reduction in ICON displacements from 4
years to two 2-month periods

通過一系列策略可減少施工時的噪音和空氣質
量影響

Reduction in noise and air quality construction
effects through a range of strategies

第四大道部分車道關閉時間可縮短近 1 年

Reduction in duration of partial closure on 4th
Avenue by 1 year

可減少對 BNSF 鐵路的潛在影響, 但將建設工
期延長 1 年

Reduction in potential impacts to BNSF, but
lengthens construction duration by 1 year

通過減少第四大道淺層的深度, 可改善車站連接;
相似的整體建設工期

Improvements in station access through
reductions in depth of 4th shallow; similar
overall construction duration

第四大道淺層站

4th Ave Shallow Station:

交通影響

Traffic effects

交通流量分析的要點

Traffic analysis key findings

每天影響約 30,000 輛汽車(高峰時段有 2,300 輛汽車/卡車和 100 輛巴士)

Affects about 30,000 daily vehicles (2,300 cars/trucks and 100 buses during peak hour)

高峰時段需分流約50%的車流, 避免嚴重擁堵

Need to divert about 50% of traffic during peak hours to avoid heavy congestion

車道部分關閉(積臣街以南)導致高峰期間額外延遲 10 至 15 分鐘;車道完全關閉(積臣街以北)導致高峰期額外延遲 5 到 10 分鐘

Partial closure (south of Jackson) causes 10 to 15 minutes of additional delay during peak;
Full closure (north of Jackson) causes 5 to 10 minutes of additional delay during peak

交通流量分析的要點

Traffic analysis key findings

路人可能需要繞行最多 5-10 分鐘

People walking may need to detour 5-10 minutes out of the way

受擁堵影響的巴士路線可以使用改道路線(高峰時段約有100輛巴士)

街車服務將以第五大道和積臣街為終點站

Bus routes affected by congestion could use alternate route (about 100 buses in peak hour)

Streetcar service would be truncated at 5th and Jackson

如果不採取緩解措施, 高峰時段可能會有 160-180 輛車分流到CID唐人街-國際區裡

Without mitigating measures, an additional 160-180 vehicles may divert into CID neighborhood during peak hour

CID唐人街國際區以外的車站位置
Station locations outside of CID

其他構想 (目前焦點)

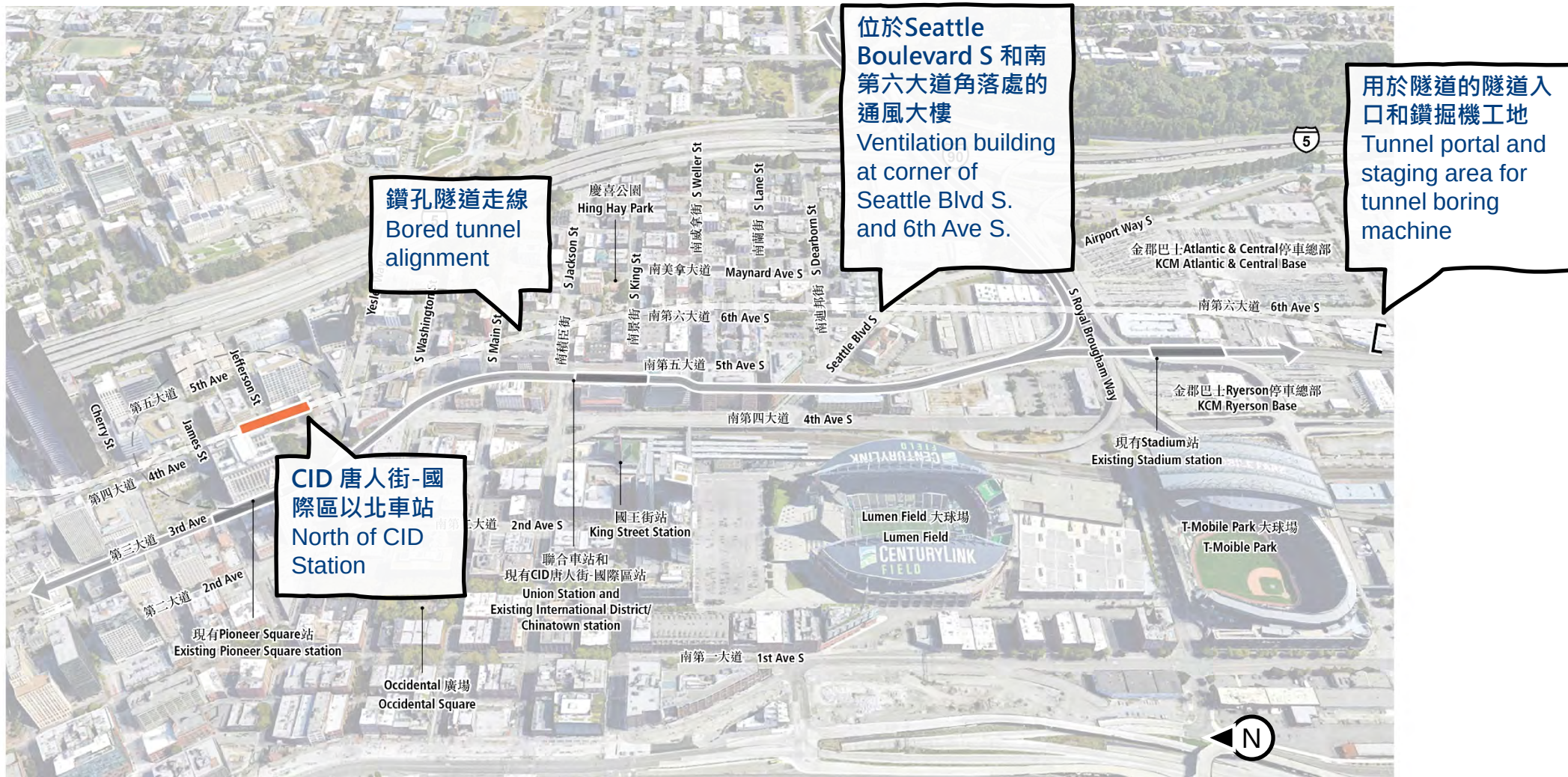
Other Ideas (current areas of focus)



CID 唐人街-國際區以北車站
North of CID Station

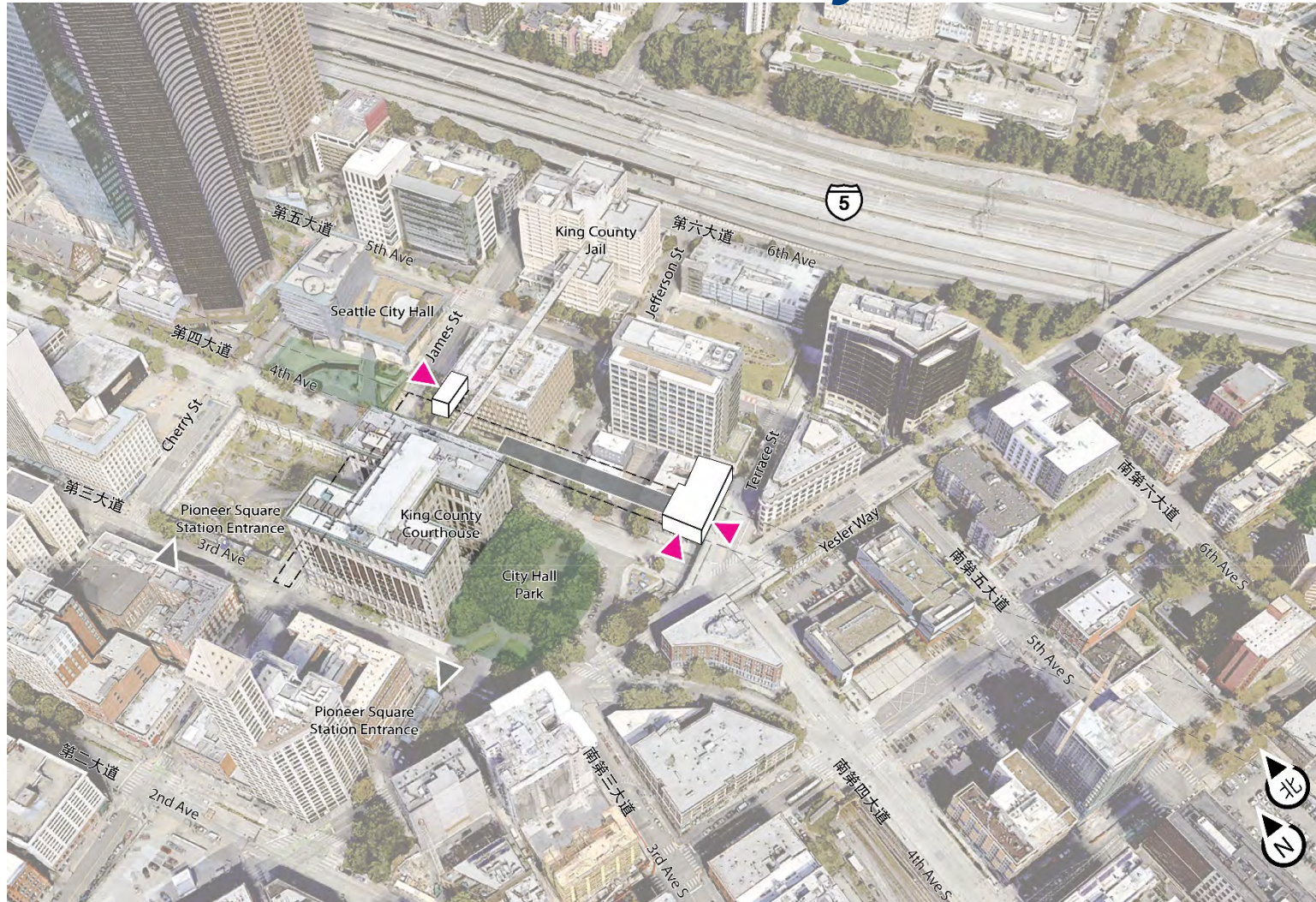
CID 唐人街-國際區以北車站: 主要特點概述

North of CID: key features overview



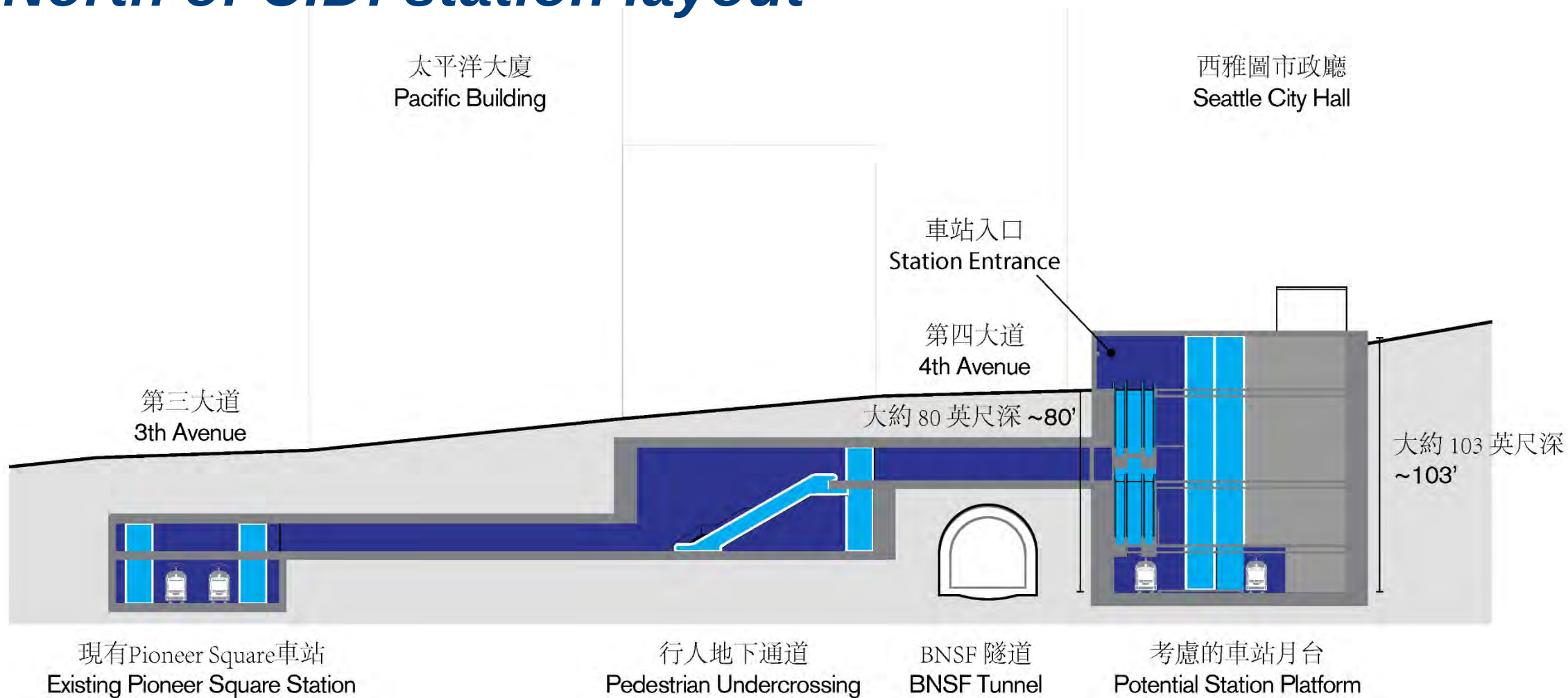
CID 唐人街-國際區以北車站: 車站佈局

North of CID: station layout



CID 唐人街-國際區以北車站: 車站佈局

North of CID: station layout

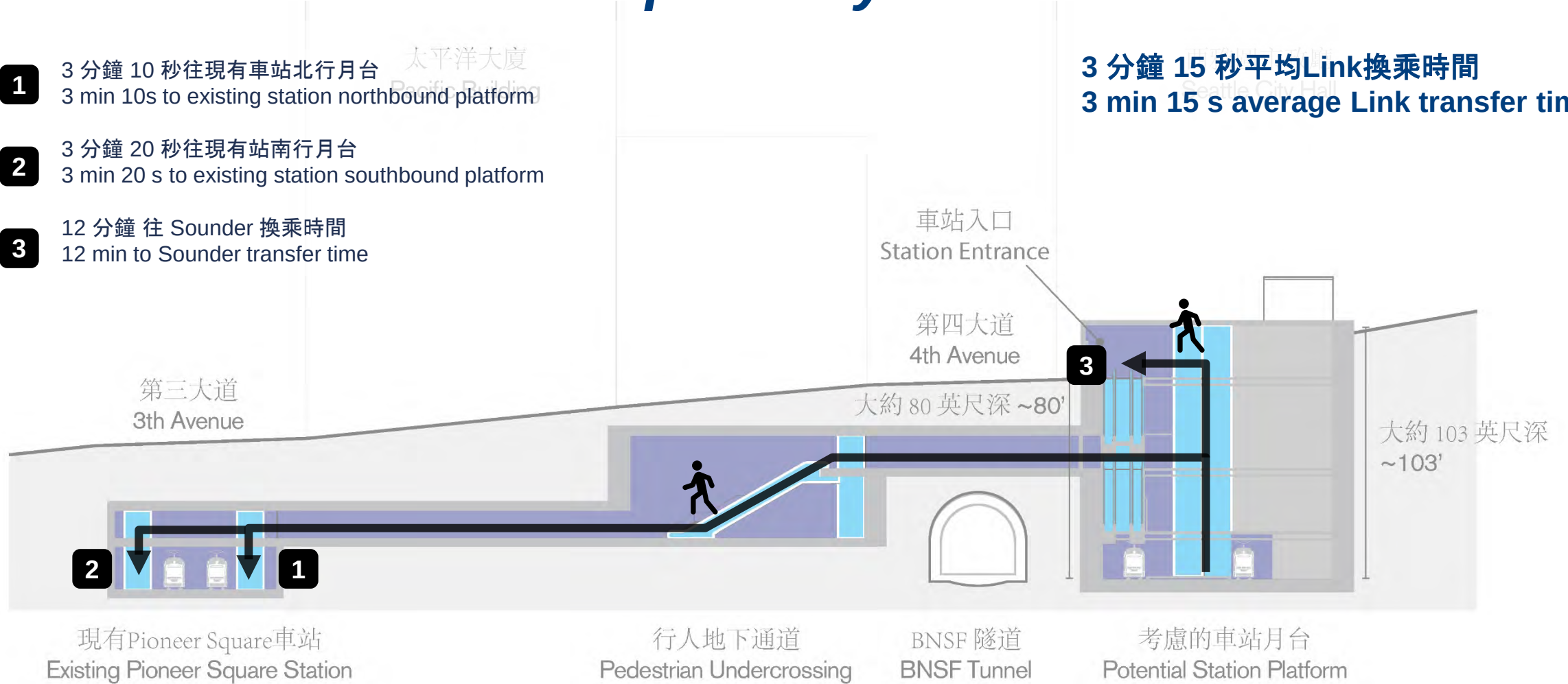


CID 唐人街-國際區以北車站: 車站佈局

North of CID: transfer pathways and times

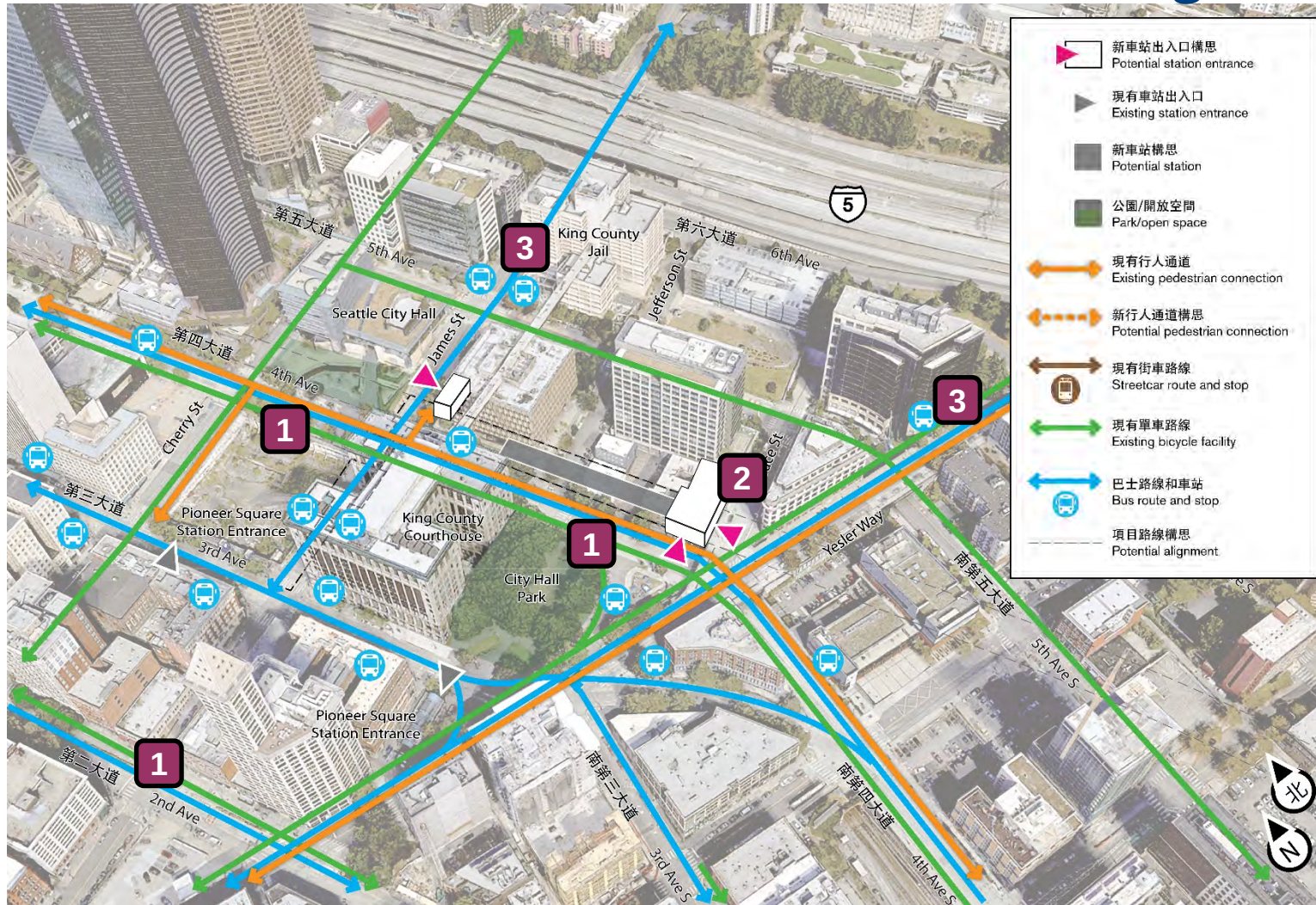
- 1** 3 分鐘 10 秒往現有車站北行月台
3 min 10s to existing station northbound platform
- 2** 3 分鐘 20 秒往現有站南行月台
3 min 20 s to existing station southbound platform
- 3** 12 分鐘 往 Sounder 換乘時間
12 min to Sounder transfer time

3 分鐘 15 秒平均Link換乘時間
3 min 15 s average Link transfer time



CID唐人街-國際區以北車站: 車站入口和與其他交通的交匯

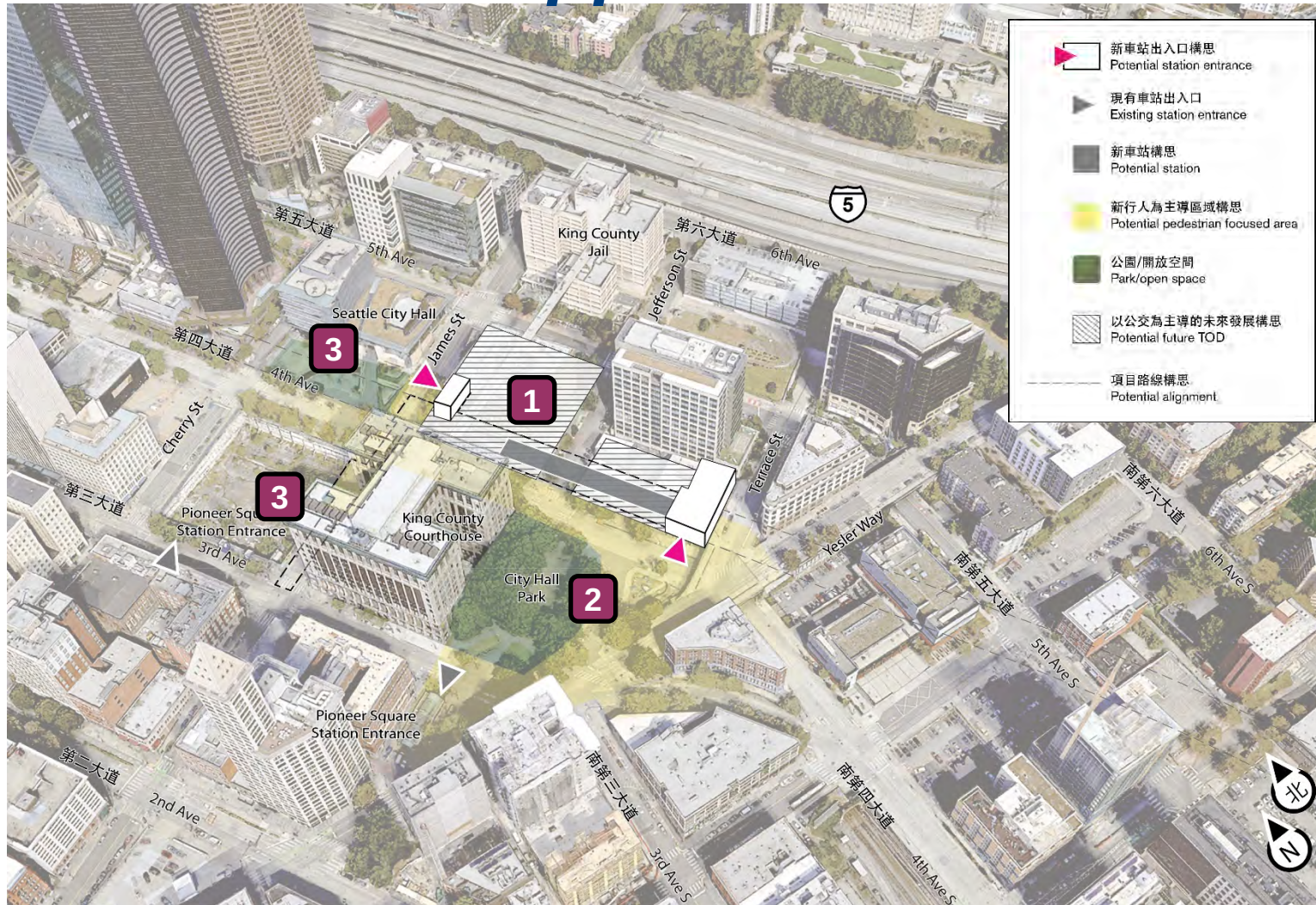
North of CID: access and transit integration



- 1** 車站位於服務於市中心的自行車網絡的關鍵交點
Station located at key node of bike network serving Downtown
- 2** 雙層出入口可以提供通往 Yesler Terrace 和 CID唐人街-國際區的步行和自行車路線
Bi-level entrance could serve walking and biking route to Yesler Terrace and CID
- 3** 車站可以與服務於 First Hill、醫院和中區的其他巴士線路交匯
Station could integrate with additional bus routes serving First Hill, hospitals, and Central District

CID唐人街-國際區以北車站: 契機

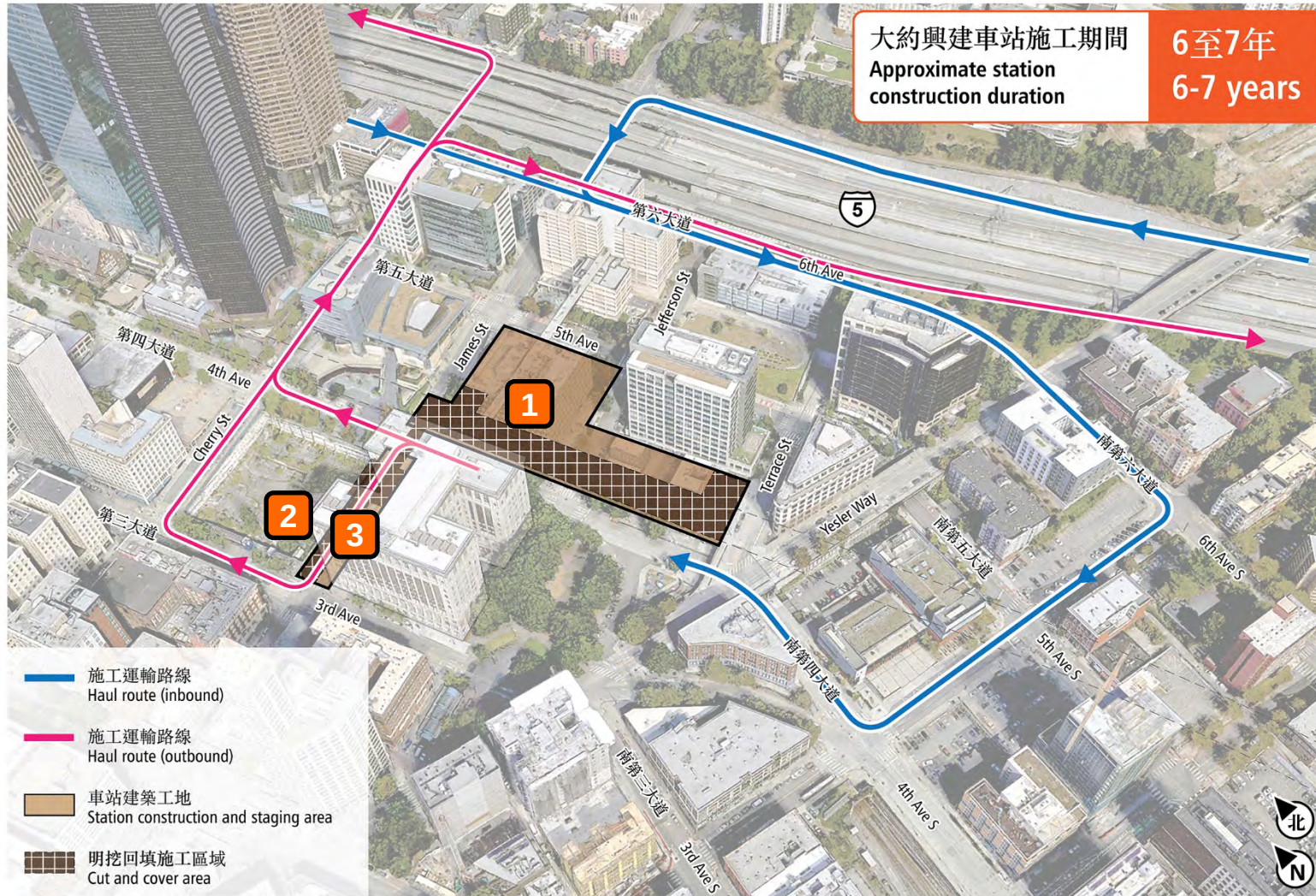
North of CID: opportunities



- 1** 變革性 TOD 的潛力, 包括經濟適用房和混合收入住房、零售和辦公室
Potential for transformative TOD, including affordable and mixed-income housing, retail, and offices
- 2** 有機遇激活車站區的市政廳公園和街景, 並加強與CID唐人街-國際區和Pioneer Square的聯繫
Opportunity to activate City Hall Park and streetscapes in station area and strengthen connections to CID and Pioneer Square
- 3** 與合作夥伴探索更多出入口的潛力
Potential to explore additional entrances in partnership with others

CID 唐人街-國際區以北車站: 施工時的影響

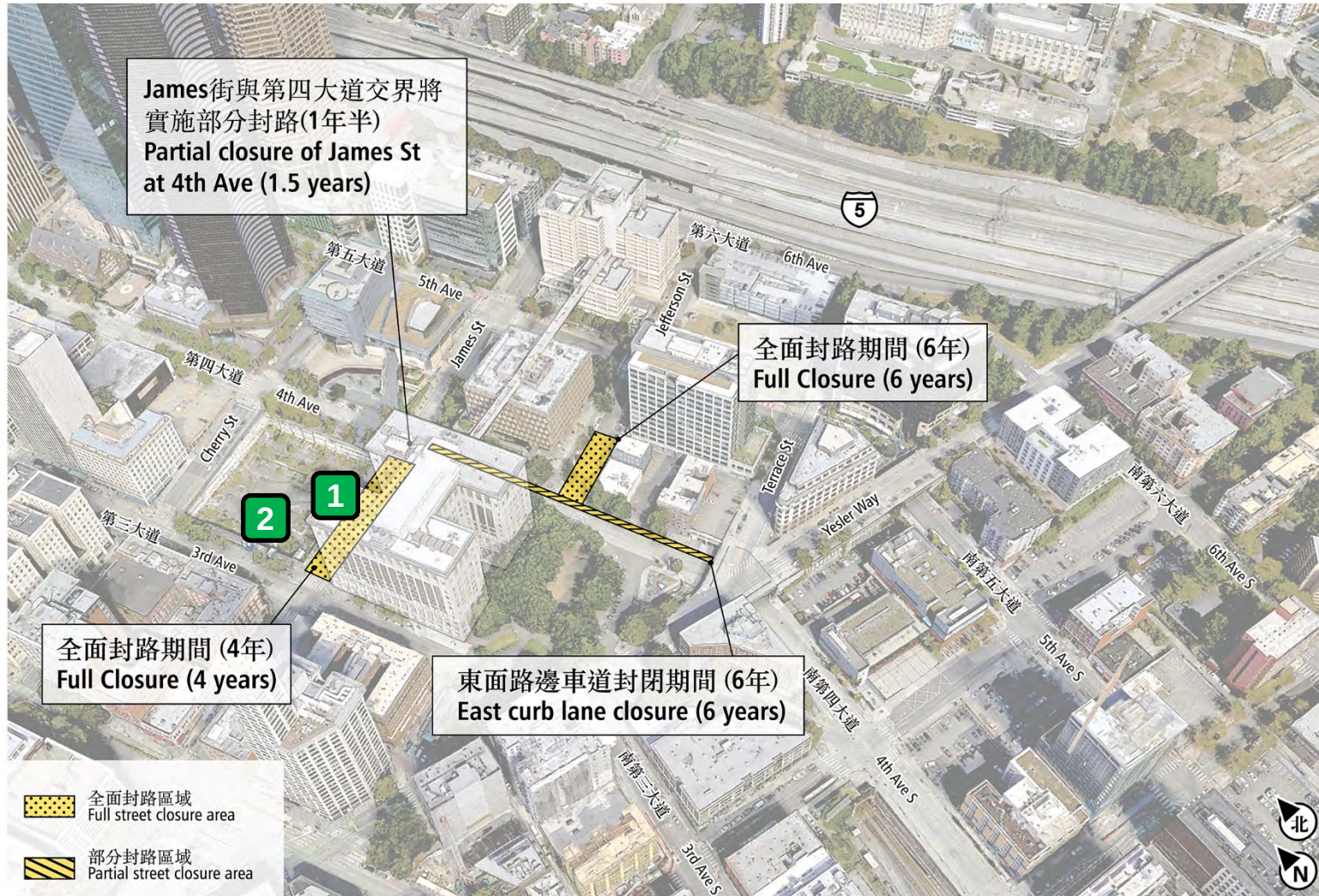
North of CID: construction effects



- 1 影響金縣行政大樓和其他提供社會服務的建築物
Affects King County Administration Building and other buildings that house social services
- 2 未發展物業的潛在車站入口機遇, 需要與發展計劃協調
Opportunity for a potential station entrance at undeveloped property, requires coordination with development plans
- 3 可以暫時將無軌電車從 James St 轉移到附近的走廊(取決於車站格局設計)
Could temporarily relocate trolley wire buses from James St to nearby corridor (depending on configuration)

CID 唐人街-國際區以北車站: 交通影響

North of CID: traffic effects

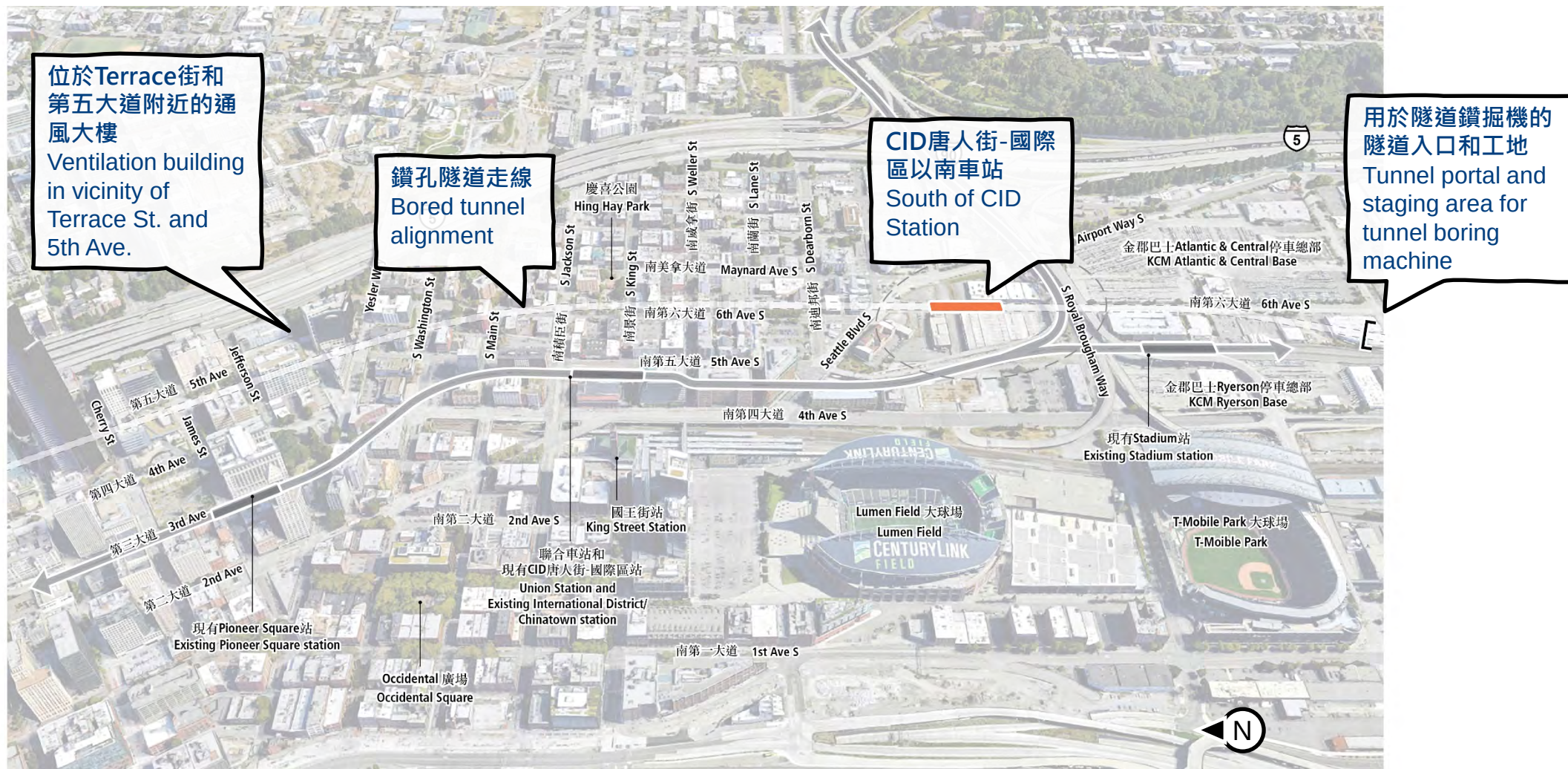


- 1 與現有Pioneer Square站的地下連接走廊建設可能需要關閉第三和第四大道之間的James街, 具體取決於車站格局設計
Construction of underground connection to existing Pioneer Square station could require closure of James St between 3rd and 4th Aves depending on configuration
- 2 通過將地下連接走廊移動到私人物業來減少James街關閉的機會
Opportunity to reduce James Street closure by moving underground connection onto private property

CID唐人街-國際區以南車站
South of CID Station

CID 唐人街-國際區以南車站: 主要特點概述

South of CID: key features overview

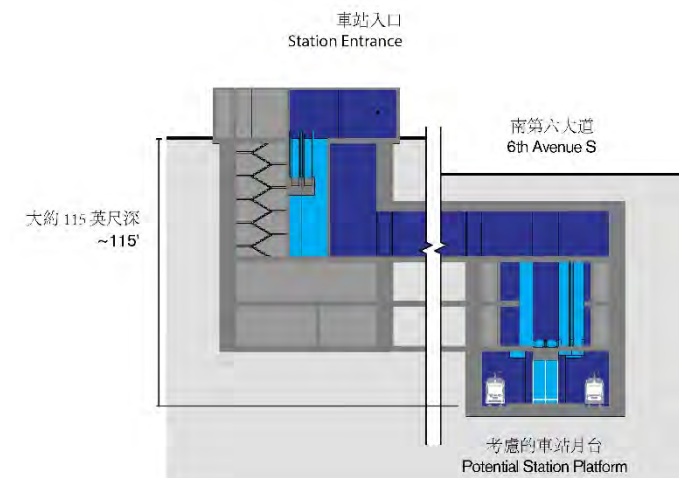


CID唐人街-國際區以南車站: 車站佈局

South of CID: station layout

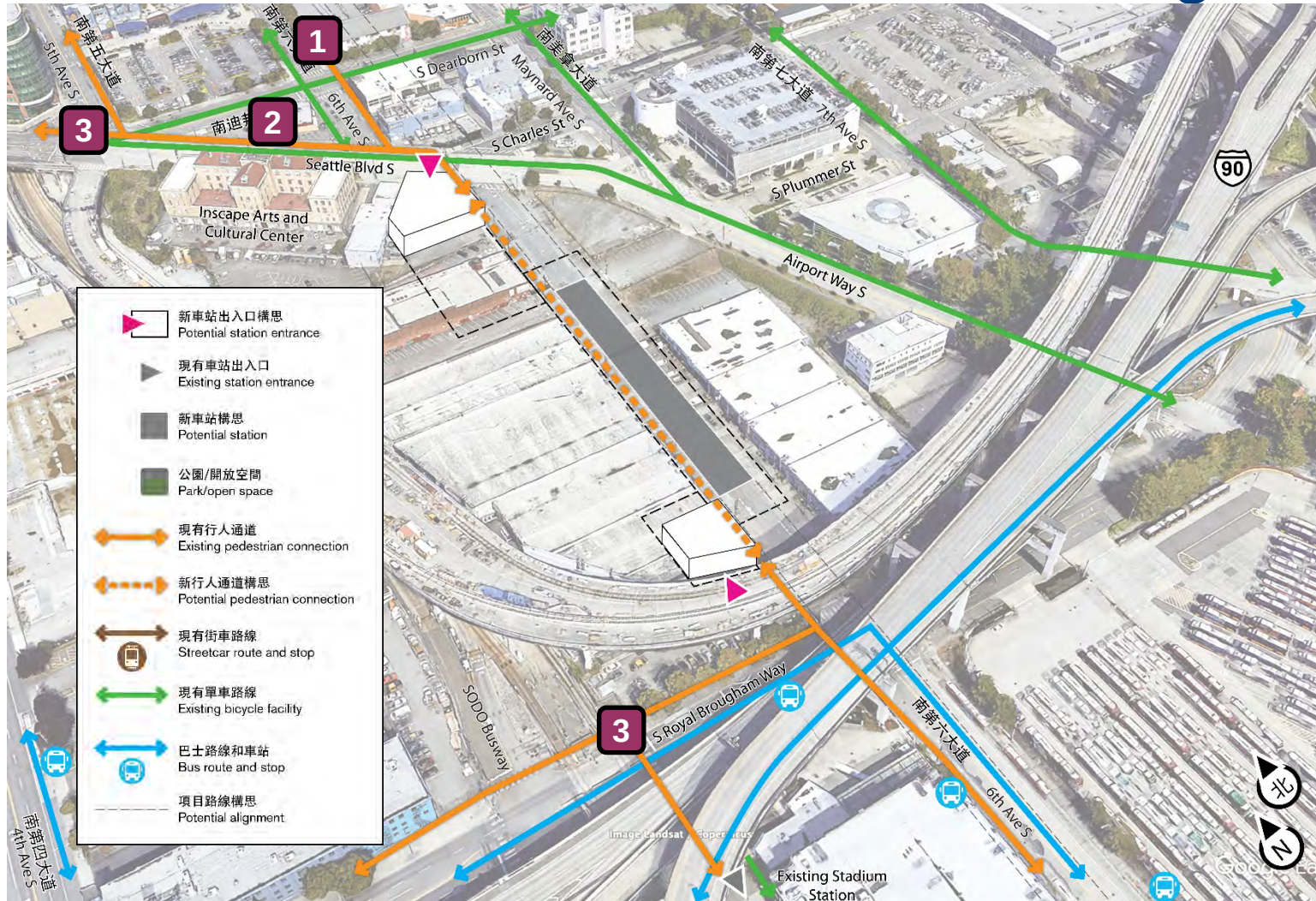


- 1** 5 分鐘 往潛在的Sounder車站出入口
5 min to potential Sounder station access
- 2** 8 分鐘 往 現有的CID唐人街-國際區車站出入口
8 min to existing CID station access
- 3** 2 分鐘 往 現有的Stadium站
2 min to existing Stadium station



CID唐人街-國際區以南車站: 車站出入口和與其他交通的交匯

South of CID: access and transit integration



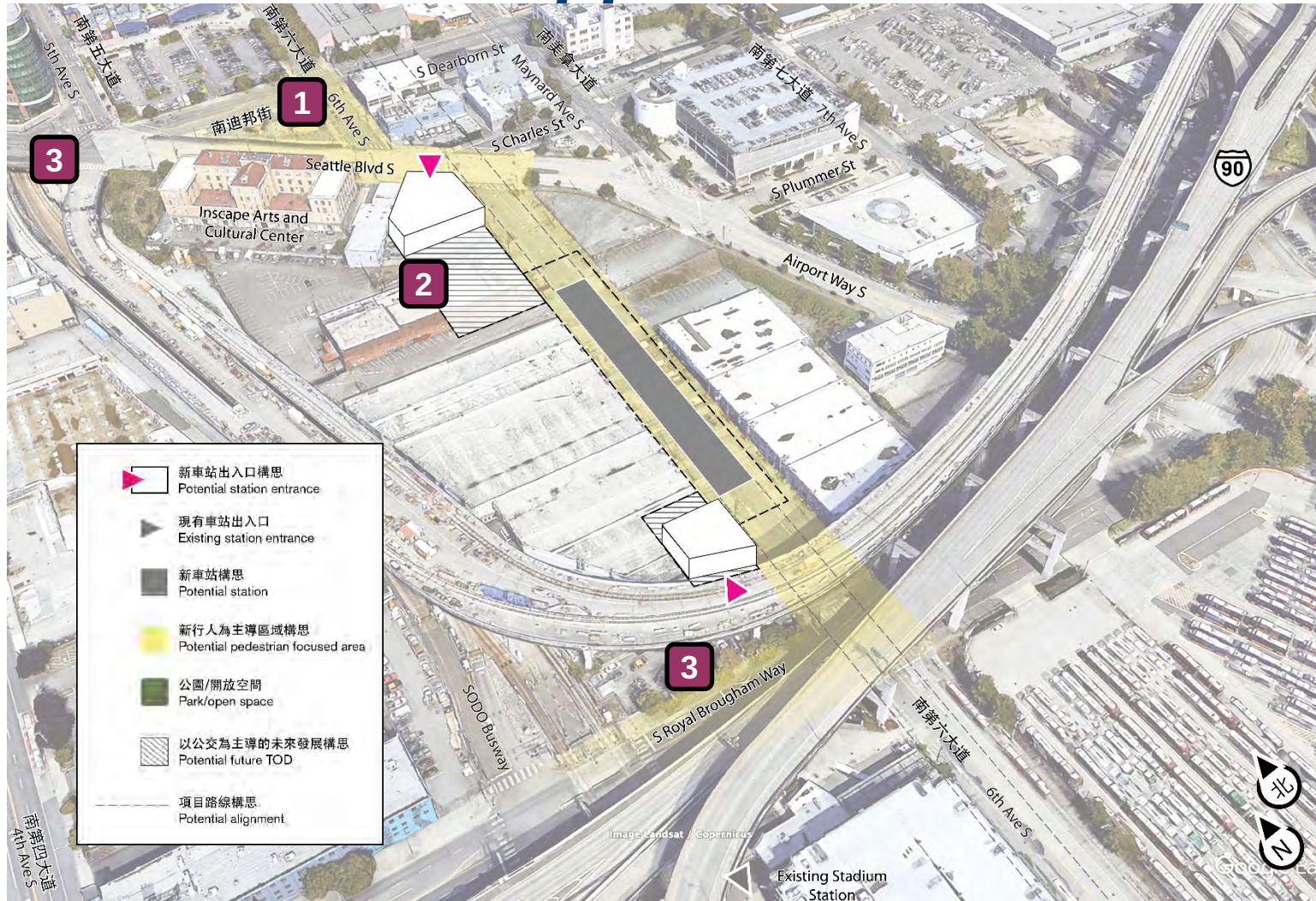
1 車站出入口與第六大道CID唐人街-國際區的步行路線對齊
Station entrance aligns with walking route into CID on 6th Ave

2 現在的步行和騎自行車環境充滿挑戰
Current walking and biking environment is challenging

3 與 Link 輕軌 Stadium 站和 Sounder 站的連接
Connections to Link Stadium Station and Sounder Station

CID 唐人街-國際區以南車站: 契機

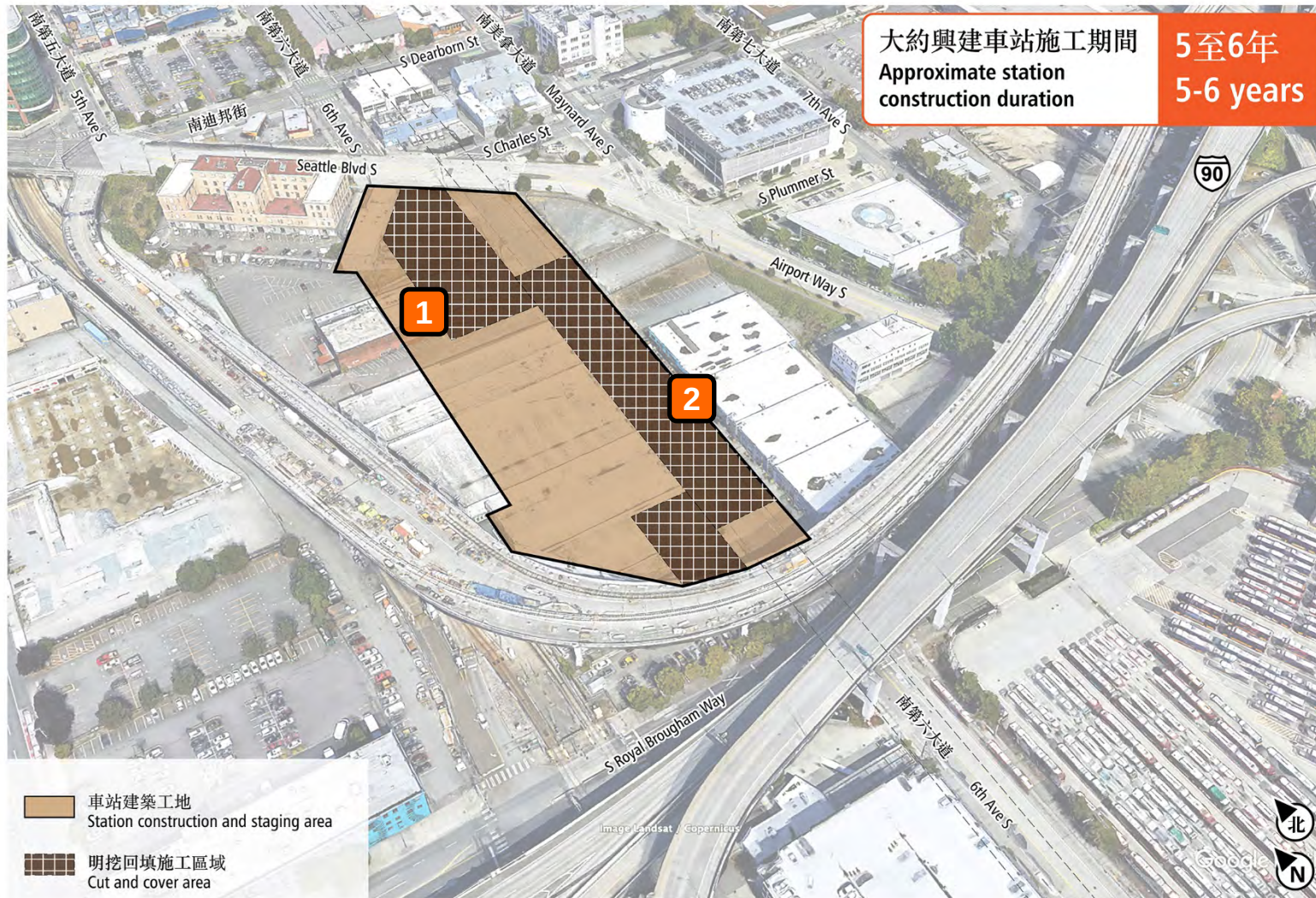
South of CID: opportunities



- 1 通過創意街道和廣場設計重新構想或擴展CID唐人街-國際區邊界的機會
Opportunity to reimagine or extend the boundaries of CID with creative street and plaza design
- 2 車站附近或相連的 TOD 轉型和/或聯合發展的潛力
Potential for transformative TOD and/or joint development near or connected to station
- 3 從現有輕軌站和潛在的 Sounder 站入口到新站的新連接或改進連接的機會
Opportunity for new or improved connections from existing light rail stations and potential Sounder station entrance to the new station

CID 唐人街-國際區以南車站: 施工時的影響

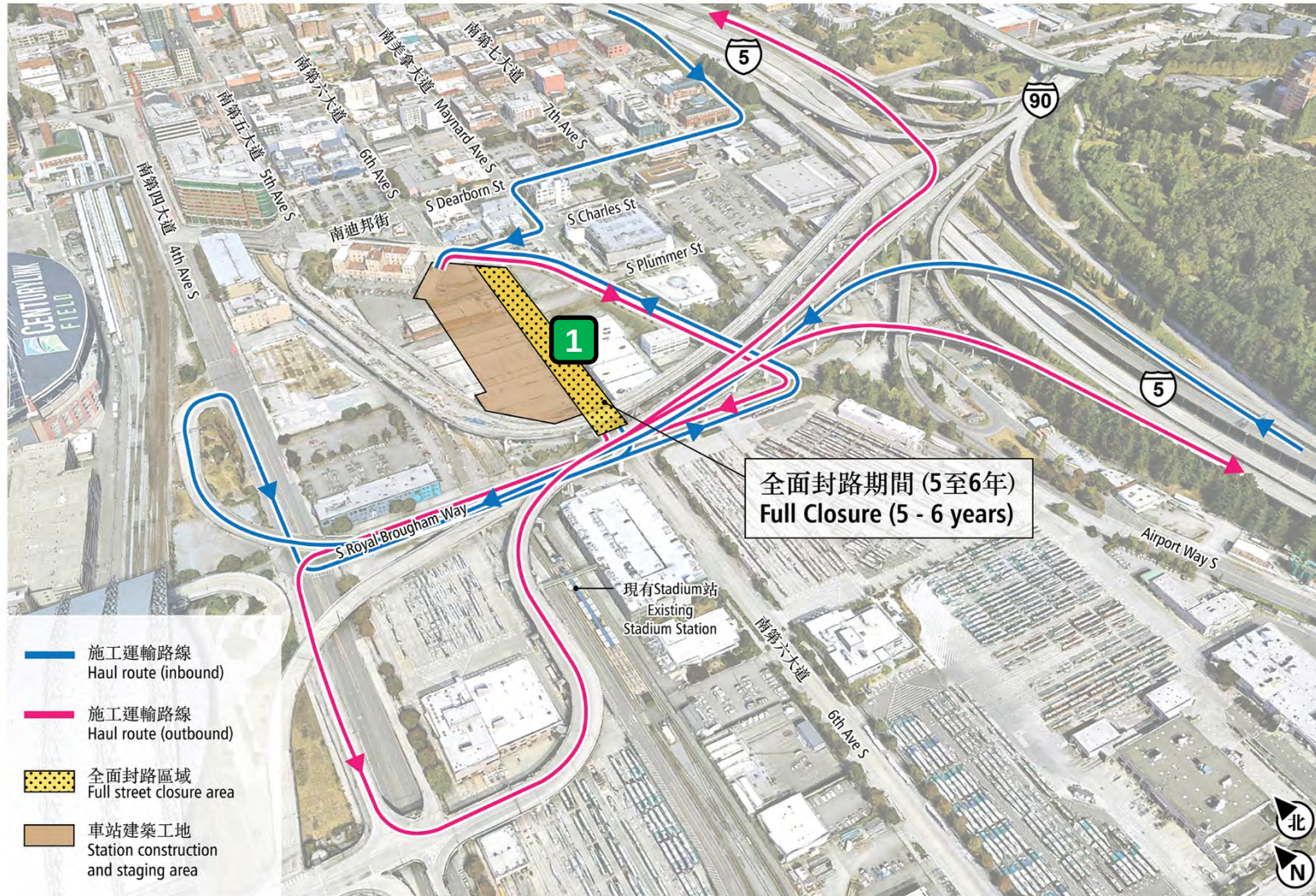
South of CID: construction effects



- 1 車站出入口和建築工地需要與任何未來的發展計劃互相協調
Station entrances and staging areas would need to be coordinated with any future development plans
- 2 與南第六大道的 16 英寸高壓輸氣管線和計劃中的 SCL 高壓電力線存在潛在衝突
Potential conflict with 16" high pressure gas line and planned SCL high voltage power line on 6th Ave S

CID 唐人街-國際區以南車站: 交通影響

South of CID: traffic effects



1 施工需要完全關閉 Seattle Boulevard S 和 S Royal Brougham 之間的南第六大道, 這對整體交通和道路封閉影響較小

Construction requires full closure of 6th Ave S between Seattle Boulevard S and S Royal Brougham, which has fewer overall traffic and road closure implications

轉入小組討論

***Transition to small group
discussions***

報告

Report out

後續步驟

Next steps

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謝謝.
Thank you.



 [soundtransit.org](https://www.soundtransit.org)

